

Amendments to the Specification:

Please replace the paragraph beginning on page 5, line 12, with the following paragraph:

More specifically, in an illustrative non-limiting embodiment a top-left key 20 doubles as both a vehicle lock command generator in the vehicle control mode and as a calibration signal generator for the left-front tire in the calibration mode. Located at the bottom left of the fob, a second key 22 generates a trunk unlock/release signal when temporarily depressed in the vehicle control mode, with the signal from the second key 22 indicating, in the calibration mode, a left rear tire location indication. In contrast, a third key 24, located at the top-right of the preferred non-limiting key fob 10, serves as both a vehicle unlock command key and as a right front tire location indicator. Finally, a fourth dual-purpose key 26, which may be located at the bottom right of the key fob 10, performs the tasks of a panic indicator in the vehicle control mode and right rear tire location indicator in the calibration mode. Although not shown, single purpose keys may also be provided on the key fob 10. If desired, only three keys need be by provided, in which case depressing each key individually in the training mode represents three tire locations, with the fourth tire location being indicated by depressing two of the keys simultaneously.

Please replace the paragraph beginning on page 6, line 16, with the following paragraph:

As described above, the vehicle control mode is a default mode of the key fob 10 in which a vehicle control signal is transmitted to the ECM 18 depending on which one of the dual-purpose keys 20-26 has been manipulated. To enter the second (calibration) mode, wherein one or more tire pressure sensors ~~(16)~~(12) may be calibrated to their respective locations, two of the dual-purpose keys 20-26 can be simultaneously manipulated. Which keys are pressed to enter the calibration mode can be predetermined (e.g., lock and unlock) or the calibration mode can be entered when any two keys are simultaneously depressed. Or, simply toggling a key quickly can indicate a vehicle control mode signal, while holding down a key for a predetermined period can indicate a desire to enter the calibration mode and, hence, indicate a calibration signal. Regardless, once the key fob microcontroller 28 is in the calibration mode, it causes the gain amplifier/transmitter 30 to transmit tire locations codes at relatively

low power, such that only the tire pressure ~~sensor 16~~ sensor 12 that is closest to the key fob 10 (say, within a few feet) can detect the signal from the key fob 10. Specifically, in the calibration mode manipulations of the dual-mode keys 20-26 cause the microcontroller 28 to transmit (at low power) tire location codes, e.g., "you are the left front". The pressure ~~sensor 16~~ sensor 12 that is close enough to the key fob 10 to receive the location code thereafter, when it transmits its pressure signal to the vehicle's onboard computer (engine control module), not only transmits a code that indicates the pressure but also that indicates which sensor it is as indicated by the code from the microcontroller 28. Preferably, upon being trained a sensor initially transmits its identity to the vehicle onboard computer (ECM 18) and its location, but the sensor need not retain its location in its own memory thereafter. Instead, for subsequent pressure transmissions the onboard computer 18 correlates the sensor identification, which is transmitted in every pressure message sent by the sensor, with the initially reported location, to relieve the sensor itself from having to store and transmit its location every time it reports tire pressure.